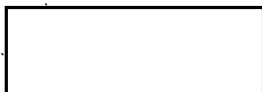


0157Z 04 DEC 64

S E C R E T

DIRECTOR



ROUTING	INT
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PRIORITY

25X1A

25X1A

IN 687PS

TOR: 0254Z 04 DEC 64

PRIORITY

OXCART FLTEST OPS

POSTED
M. P.

1. ARTICLE 130 MADE FLIGHT 58, SORTIE 1-T-64-607 ON 3 DEC 64.

TAKEOFF AT 1100 HOURS, LANDING AT 1225 HOURS

FOR 1:25. MISSION SUCCESSFUL. GROSS WEIGHT 116,000 LBS, C.G.

20.3 PERCENT, TAKEOFF DISTANCE 7400 FT, TAKEOFF SPEED 217 KNOTS.

PRESSURE ALTITUDE 4400 FT, TEMP 46 DEGREES, WIND 270/10. MAX SPEED

2.95 MACH, MAX ALT 74,000 FT, TIME OVER 2.0 MACH :45, TIME OVER

2.6 MACH :35, TIME OVER 2.8 MACH :30, TOTAL AIRCRAFT TIME 77:29.

PURPOSE DATA COLLECTION. CONFIGURATION 2.9 MACH.

2. SUMMARY: TAKEOFF AND CLIMB NORMAL. INS, AUTONAV APPEARED TO BE GOOD. SSB WAS ATTEMPTED BUT NO CONTACT COULD BE MADE. ARC-50 WAS NOT UTILIZED DUE TO GROUND STATION IN PROCESS OF MOVING LOCATION. MISSION WAS FLOWN AS BRIEFED. NO SHOCK EXPULSIONS WERE EXPERIENCED. DURING CRUISE LEG BACK TO BASE, THE RIGHT HYDRO GAGE INDICATED RIGHT HYDRO FAILURE. PILOT DECIDED TO TERMINATE MISSION. DESCENT AND LANDING WERE ACCOMPLISHED WITHOUT FURTHER PROBLEMS. THERE WAS NO ACTUAL HYDRO FAILURE, THE GAGE WAS MALFUNCTIONING AND THE CIRCUIT

S E C R E T

USAF review(s)
completed.

2

S E C R E T

25X1A

[REDACTED] IN 60800)

PAGE TWO

BREAKER COULD NOT BE RESET. CHUTE DEPLOYED NORMALLY BUT WAS LATE
IN JETTISONING. LIFE SUPPORT EQUIPMENT: HELMET REFLECTIONS STILL
SEVERE.

END OF MESSAGE

S E C R E T